

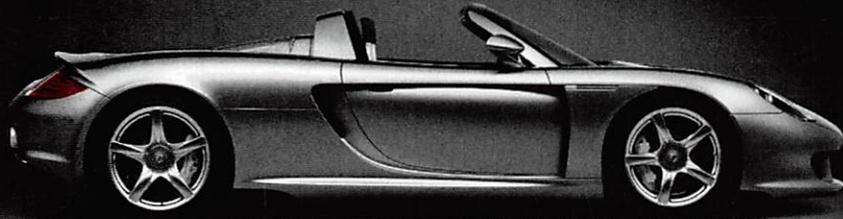
der Gasser

SEPTEMBER 2003

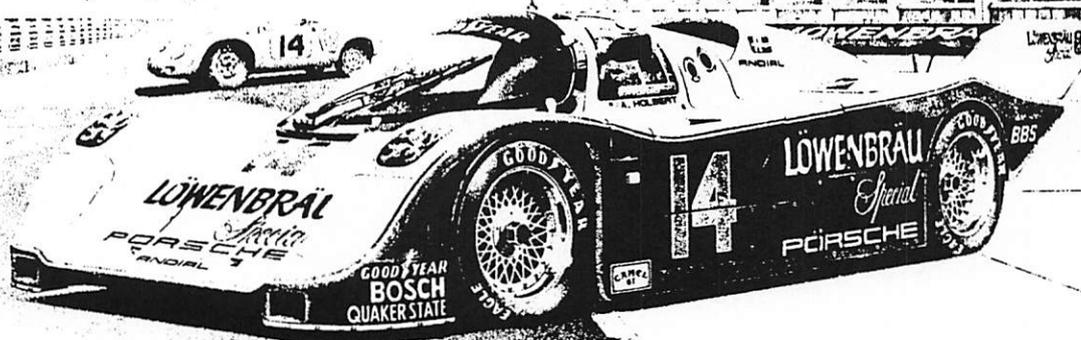
Drive for Hope

Road Trippin'

Glenn DE



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The other evening I was at a Chamber social function, mindlessly chatting away about nothing of importance. A 35 year old (or so) male walked up and entered the conversation. A friend of mine graciously started the introductions, listing names and business affiliations (remember, this was a Chamber function). When it was my turn, it was "and this is Craig Rosenfeld, he is into Porsches". The newcomer frowned and said "I don't need a Porsche, my (certain part of the anatomy) is already big enough." He just glared at me.

I had a few beers in me, so my lame attempt at wit was a far greater motivation than my desire to make a friend. My response was "Personally, I think it is great to have both. I must be most fortunate."

The young stockbroker stormed away. I am glad I was not in a 911, he was probably looking for a Porsche to key. Another plus for the incognito Cayenne.

The next day this encounter kept replaying in my mind. What perception of Porsche owners does the public foster? What image do we present as a group? Individually? Do Porsche owners measure their worth by the size of their Toy? I am a nice, unassuming guy - why did this young man take an instant dislike to me because of my automotive passion?

Years ago I had a ratted out TR 3. It shook, rattled, and squeaked a little - but the saving grace of this Beast was the exhaust that was unencumbered by only the slightest hint of muffler material.

Beer was again involved, and I was found zooming through Yellow Springs during the Art Festival weekend with a Festival committee logo sewn onto my shirt. Oh, yeah, it was 10:00 at night and as quiet as this beautiful, serene countryside can get.

An older member of the committee flagged me down (Charlie was all of 40), looked me in the eye, and scolded "You represent ALL of us."

Message well taken and never forgotten.

It is true that people respond to us based on their experiences with other Porsche owners.

I see a distinct maturity improvement over our old moniker "The gold chain crowd."

Most of us drive our cars responsibly. We own our cars for the sheer pleasure of driving them, washing them, showing them. It is an inner pleasure that sometimes includes the word pride. This is good, and as it should be.

Porsche Club functions only exist to enhance this enjoyment. That is why we provide such a well rounded program - to hit the hot buttons of all members.

Remember, however, we are always in the public view, and are judged, as a group, and ultimately as individuals, by the perceptions of our actions. Let's help keep the welcome mat out for all Porsche owners.

Ever pull up to a five star hotel on a motorcycle? Better bring your reservation confirmation number.

Craig



This Issue

CALENDAR OF EVENTS	2
VP; SLATE; OCTOBER FEST	3
AUTOCROSS	4
ROAD TRIPPIN'	5
TRACK	6
HOPE	8
CAYENNE	10
TECH	12
CLASSIFIEDS	14

Photo Cover - Carrera GT collage.

Calendar of Events

SEPTEMBER

- 24 Membership Meeting
- 26 RTR Driver Ed, Advanced Groups - Pocono
- 27 - 28 RTR Driver Ed, Pocono North

OCTOBER

- 4 Tech 5 - To Be Announced
- 13-14 Drivers Ed - Watkins Glen Charity Event
- 19 Veteran's Stadium Autocross - see pg 8
- 29 Membership Meeting - Elections

NOVEMBER

- 22 Longwood Garden Trip

DECEMBER

- 13 Holiday Party



Social Events

November 22 - Longwood Garden Trip
December 13 - Holiday Party - Cock 'n Bull,
Peddlers' Village, Lahaska, PA \$50 plus cash bar
Contact Francine to register. (215-
343-9464) rancinebodo@aol.com.

September's Membership Meeting -

Race Ready Technologies

2420 Boulevard
of the Generals
Norristown, PA

610-631-7003

www.racetec.net

September 24

7:30 Social
8:00 Meeting

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Many thanks to General Manager Keith Shaw and his team at Don Rosen Porsche for hosting our August membership meeting. The beautiful August night, and the excellent turnout of race cars and members made for a great event. Thanks also to the club members who brought their race cars for us to admire.

For September's meeting, we're trying something new: Race Ready Technologies and Dave Force, a racer and fabricator, will show us around his 20,000 square foot fabrication and performance service shop. We'll enjoy a show and tell of some interesting projects Dave and his team are working on, including a 935, a GTP, a TransAm, and a rear-engine Mini. We will also see a demonstration on their new CNC automated milling machines.

Race Ready Technologies is located at

**2420 Boulevard of the Generals,
Norristown, PA 19403**, phone: 610-631-7003 , or try www.racetec.net

The meeting will be held Wednesday, September 24, with Social at 7:30 PM, Membership Meeting at 8:00 PM.

There are still a few slots open for the Watkins Glen Make a Wish Driver's Education Event on Oct. 13 & 14, 2003 , so send in your application in today!

The October/ELECTION meeting will be held at Bent Elbo Tavern at Fortside, 582 S. Bethlehem Pk, Fort Washington, PA.



RTR 2004 Exec Slate

The election slate offered by the Exec for 2004.

President	Tom Zaffarano
Vice President	Debbie Cooper
Secretary	Terry Lamont-Minkin
Treasurer	Art Rothe
Social	Francine Knochenauer
Membership	Brian Minkin
Editor	Vacant
Autocross	Patrick Wayman
Track	Michael Andrews
Technical	Bill Cooper
Goodie Store	Liz Zaffarano



Pocono Region's Octoberfest at Delaware Water Gap

What could be better than flaming fall foliage, hot air balloons and Porsches? Come join Pocono Region at their fifth annual Octoberfest multi-event weekend celebration on October 17-19. The Clarion Hotel in Stroudsburg, PA will be our headquarters for the weekend. Admission to the Friday night Welcome Party also includes two runs in the remote control Porsche autocross. Saturday morning's concours d'elegance (full and wash and shine versions) will be held at the Hot Air Balloon Festival at Shawnee, PA. It will be a beautiful mix of Porsches, hot air balloons, in a golf course setting along the Delaware River. Participation in the concours will get you free admission to the Balloon Festival. Saturday afternoon will begin with a gimmick rally along the picturesque roads of the beautiful Pocono Mountains. Saturday night you can enjoy an evening of good food and friendship and beautiful trophies will be presented to the winners of the RC autocross, concours, wash and shine, and rally. Everyone will leave with a door prize! Sunday morning will let you test your knowledge of Porsche in a general tech quiz. This event is more fun than it sounds and trophies will be given out. We will also be offering touring laps of Pocono Raceway at noon, behind a pace car (no helmets necessary) in conjunction with Metro NY Region's weekend DE event. For more information, contact Jim and Margie Becker, 3438 Wild Cherry Lane, E. Stroudsburg, PA 18301, 570/629-5568, or at jimmar@ptd.net. Registration forms can be downloaded from our website at www.pca.org/poc.




2003
RTR Autocross

What was big and then got smaller ? What was open and then filled with trucks and steel? What was there and then it wasn't?You guessed it "our Autocross site at Vet Stadium"!

This has been a real soap opera and it still continues. As the Stadium construction wreaks havoc on our simple pleasures, our next event is now at another lot adjacent to the Vet. So listen up while we tell you the tale of the August Autocross, and then we'll tell you where we'll play in October.

It was a few days before August 10th our intrepid course designers arrived to see that the entire Veteran's stadium paving had been torn up and was filled with construction debris and rubble..... Eeek!!! Central Parking offered some alternative sites and our scouts went out late that night to reconnoiter (did you ever try to select an autocross course in the middle of the night?). 200 brand new neon red cones were delivered just in time for the event and the fresh vinyl stench almost put our volunteer course workers on their knees.

Race day was perfect; signs were up, cones were set, a new porta-potty arrived and then came the sun and drivers. We ran in perfect conditions (check the web site for the results), the food truck arrived in time for the lunch break, then scattered showers threatened and dropped an inch of rain in about 15 minutes time. The rain didn't dampen the spirits of 60 + drivers, the timing equipment went down, but some insane types splish-splashed and slid around for a few really wet n' wild fun runs and should have won the Beached Carp Award.

Winners of our Special Awards went to Wayne Flegler for the Oldest Porsche and Frank Strahorn of DE, as the Oldest Porsche Driver.

The last autocross of the RTR season will be on Sunday, October 19th (Now pay attention, 'cause we're trying out a different lot again). The lot entrance is at 7th & Pattison, (just drive down 7th, cross Pattison and into the paddock to the left), we are driving on the huge raised lot in front of you as you enter. Check the RTR website for event details and directions to the new lot.

October's event is sponsored in part by Wayman & Associates, a financial advisory branch of American Express. A note about our sponsor: Patrick is an RTR member, a proficient driver and likes to teach and talk about the parallels between autocross and business.

Note:

If anyone is interested in learning what's involved in setting up an autocross circuit, let me know and you can join the course designers when they set up the lot.

Reminder:

For those RTR members who participate (drive or work) in ALL THREE Autocross Events this year; Participation awards will be given at the Holiday Awards Banquet in December.

Jolene

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Road Trippin'

By Christopher Mahalick, RTR

The chance to drive two tracks in five days sounded like a dream come true. With one of those days being free, I felt I should contact the Vatican to report that a miracle had occurred. But there was a catch. One of these days would have to be spent instructing with the Miata club. Now that in itself wasn't bad, but a friend of mine had told me some real horror stories

The risk of disfigurement and crippling injuries for a free day on the track.

I didn't need a Masters degree in the actuarial sciences to know that this was a deal too good to pass up.

about aggressive driving by inexperienced students in cars without roll bars. Hmmmm. The risk of disfigurement and crippling injuries for a free day on the track. I didn't need a Masters degree in the actuarial sciences to know that this was a deal too good to pass up. So it was set. Three days at the Glen with the Riesentöter folks, followed up with two days at Pocono with the Miata club.

Ahhhhh.....the Glen. What an awesome place. The last time I was there I was doing forced labor on a pit crew, but this time it was all about the driving, or should I say, MY driving. As always, the driving was great, and the weather even better. Aside from a few scares, the weekend was without incident. Until the trip to the next track.

It started out peacefully enough with a few of us traveling "Gypsy Wagon Train Style" across Route 17 en route to Pocono International. Can anyone say "Hey Rube"? While trailers generally annoy me on the road, the converse is true when the possibility exists that one of these trailers may end up carrying my car home from an event. So we're driving for about an hour when the call is put in for a rest stop. Sounded simple enough....until a guy named Ian decided to demonstrate the innate engineering genius built into all electric/automatic vehicle locking systems. Yep, he shut the door and the locks kicked in as expected. What was unexpected was that the keys were still in the ignition. So there we were, standing around staring at a locked vehicle. Call me a cave man, but I would have just calmly picked up a rock and smashed out the smallest window if it were my vehicle. The benefits here would be twofold: entry to the vehicle, along with a chance to administer damage to a painfully antiquated General Motors engineering debacle. Instead, a member of our crew with a past life in the security industry concocted a plan that would have put a tear in McGyver's eye. He crafted a makeshift slimjim from a paint can handle. Using this crude, but effective device, he and our resident computer geek gained access to the vehicle within minutes. I'd never want to be in prison with this guy. Get on his bad side and he would probably shank you with a sharpened spork (spoon and fork combination utensil). Once back on the road the trip continued without incident, and we were in the "majestic" Pocono Mountains by ten o'clock.

Monday morning dawned gray and drizzly as we set out to begin day four on the track. We arrived at seven o'clock and were lucky enough to find some garage spaces, as the day looked like a rainy one. By seven thirty I was hanging off the tailgate of the aforementioned GM vehicle setting up

turn-in, apex and track-out cones. Despite the rain, I was never happier.

The first thing you notice when attending a Miata club event is the people, or should I say lack thereof. Where it is not uncommon for us to have 120 folks present at our RTR events, the Miata folks had about 30. Which is OK by me, as it just serves to put me that much closer to the "ticket window". As well as providing for plenty of open track. The sun actually came out during the driver's meeting, so spirits began to lift along with the fog. Now the time was here for me to try my hand at instructing.....

My first student was in the "advanced" group, or the equivalent to our blue. It was with some trepidation that I entered her car. No harnesses, no roll bar.....no problem. Turns out that the fastest we went was about eighty miles per hour, or in other words, about as fast as most of us drive on the way to the Wawa for a hoagie. That she was the wife of the event organizer made me want to instruct her all the better. And she was fine. We worked on smoothing

How could anyone NOT become addicted to the track?

Rather than blame myself, I just wrote it off to the fact that he was most likely an "adult bed wetter" with deep-seated Oedipal issues.

out her shifting and braking, as well as my pleading for her to pick up the pace a bit. She did a great job,

continued on page 16

Chris Mahalick

Watkins Glen Drivers' Ed

Text by J. D. Floyd, Photos by D. Mahoney

Watkins Glen is recognized internationally as a very challenging track, whether it's the NASCAR short course inner loop (also known as the "bus stop") of 2.45 miles, or the 3.40 mile inner loop long course driven by the Riesentöter DE'ers. In my limited DE experience "the Glen" as it's known, is, without a doubt, the mother lode of race-tracks, as technically challenging as any track one may encounter. Consisting of 11 turns, lined with the fabled "blue bushes" (the ARMCO guard rails), and with some dramatic elevation changes, it provides an exciting opportunity to

improve one's driving skills. Try to visualize a 115

foot difference from the exit of the inner loop to turn 7, known as the "toe of the boot"; picture an 80' elevation increase from the bottom of "the esses" into turn # 4, a dis-



tance of approximately 800 feet – which, you may be thinking, seems like a pretty good distance, until one does the math – less than the length of 3 football fields; a car traveling 100 MPH covers almost half a football field -147 feet- in a *second*. So as one 'slaloms' up the "esses", traveling up the equivalent of an 8 story building in one's mechanically challenged SC in perhaps 5 seconds or less, all the while trying to hit each apex at turns 2, 3 and 4, one can only

imagine how the professional drivers must do it.

Brian Smith, chief instructor for our weekend, arranged a track walk, in which almost 60 DE'ers took advantage. Everybody piled onto trailers towed by Scott Miller and Jeff Yoroshko and were then driven around the course, having the opportunity to visit turns in a 'freeze frame' mode, with Brian pointing out the unique characteristics of that particular turn. This experience really makes the classroom sessions come alive. It's one thing to hear a turn described as being 'off camber'; to view it while in a stationary position or moving



slowly gives the description much more meaning. The same with the elevation changes – as one rides slooowly up the "toe of the boot" it certainly seems dramatically steeper than when driving it at optimum speed. That this opportunity was of great interest to the DE'ers was evidenced by the large number of participants and that it was held after the track closed for the day. By the time everyone



boarded the trailers it was almost 5:00; the dinner at the Glen Club began at 6, so a lot of people were more interested in a better understanding of the track than leaving to get cleaned up before dinner.

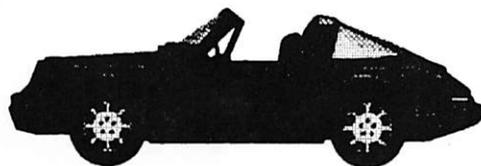
Always a popular event, 185 RTR DE'ers registered for the annual summer DE at the Glen. The run groups were well represented: 37 in Red, 33 in Black, 38 in White, 37 in Blue, and 40 in Green. The weather gods smiled on the event – while it looked "iffy" Friday AM with rain, everything cleared by track time, and the rest of the weekend was fine. Chris Mahalick coordinated registration, being helped by Carol Reynolds, Liz



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Zaffarano, James Mazzone and some unidentified part-time scribe. The Merry Torquesters, led by Ed Kovalevich and David Ehm, did their usual excellent job at the Grid Tech safety inspection, moving 2 lines of cars through very efficiently with the help of Fred Brubaker, Tom Zaffarano, Jeff Haas, Terry Lefco, Earl Macomber, John Raidy, Rob Greenberg, and Dan Rufer. What is often overlooked at an event of this magnitude is that it goes smoothly because of the RTR members who volunteer their time, so that all can have an enjoyable DE experience. The logistics involved are substantial, but the burden is lightened by everyone helping. Mike Andrews, RTR track chairman, determines what needs to be done and when, and then assigns drivers to help at specific sessions. Rick Owens coordinated the workers



over the 3 days, making certain the transition from work team to work team at the different stations moved smoothly.

It was a very successful and enjoyable 3-day event for almost all of the participants. On Sunday, one extremely serious 'incident' in the Red Group cast a very somber shadow over the day, and thankfully, the driver was okay. All incidents are of concern, regardless of degree of damage, because it means something has gone wrong, whether mechanical or operator error. To me, this particular event reinforced the purpose of DE - improving one's driving skills in a controlled safe environment while at the same time with the reminder that it is a potentially dangerous activity.

In the Marbles...

Listen Carefully to Your Classroom Instructor and Your Driving Instructor...because they know of what they speak...In my very first DE classroom, I remember Jim Zelinskie telling us "When in a spin - both feet in, and when you do spin, it will seem like everything is in slow motion". And when John Heckman

'signed me off' for my first solo at the Glen, he was very emphatic about how differently my car would handle with him out of it - particularly the effective increase in HP because of the weight reduction. And Bruce Brodowski and John Phillips both had told me "if you blow an apex, let it go - just try to get it the next time". So here I come, down the hill on turn # 5, heading into turn 6, when I realize that "hmmm - I don't remember going this fast before". As I tracked out of 5, my 'new' speed is carrying me deeper into the braking zone for 6. Hmmm - well okay, I'm just braking deeper and everything is under control. As I start my turn in, I realize that I am *really* apexing

late. Hmmm - maybe I can catch it after all - let's see...and with that, the physics of the situation made a major shift.

It was like being on a 'lazy susan', where it seemed like my car was stationary and someone was rotating the surroundings. Jim Z's mantra sounded ("When in a spin...") and everything slooowed down. As my car swung around, I could see the smoke from my tires rising from the track and wound up facing the direction I had just come. I watched the corner worker vigorously waving the yellow flag and as I sat there one car, then another, drove by. I awaited the 'okay' signal from the corner worker and then drove back to pit-in, where I asked the head track guy did he want to inspect my car (my left wheels had gone off the track). He said "No, just take it a little slower." "Yessir", I said, and drove back out. I left 2 sets of skid marks that day - one of them on the track...

DE Etiquette - fortunately these incidents are rare but that they happen at all is bothersome. The unauthorized "borrowing" of Brian Minkin's jack, and it not being sighted by another member; the borrowing of David Ehm's torque wrench, and David having to go

after the guy to get it back; the assumption that any tool in sight is available for use w/o asking the owner; the incredible naiveté of someone claiming that he thought 'the track provided those tools for us'...

Tire Karma - Michael Dion, who has trailered his car to the track for 5 years without a problem, blows out a new tire on his trailer on the way up to the Glen, and blows out another new tire on the way back...

How many HP & \$'s? - sitting in the staging area awaiting the signal to enter the track, it always intrigues me as to how much HP is sitting there and how much these pups are worth that are about to 'go out and play'...

Brian Smith's explanation as to why NASCAR eliminated turn 7 - the 'toe of the boot' - "because it would blow the skirts up over the driver's heads, and they couldn't see"....

Danger in the Hood - Rob Greenberg was following a truck and car driving side by side on Route 17 West when the draft of the 2 vehicles lifted a hood that was lying on the road. Suddenly Rob saw the hood appear in the air in front of him. Fully expecting the airborne hood to come crashing through his windshield, he instinc-



tively ducked, only to have the errant hood suddenly veer downward, scratching his right front fender back to the door...

The McGyver Award - to Fred Brubaker, who, after having a pedal cluster type of failure managed to cobble together a workable solution using a hinge and spending a bunch of hours in a prone position filing and sawing...

And no, Mike Andrews, it isn't you...it's the difference between hearing and *listening*.



The Drive for Hope, Part II

by Steve Taft — Peachtree Region PCA

Upon my return from the Peachstate Club Race weekend early in April, I sat before my computer, as I do most every day, and scanned the bumper crop of email. Given the four day absence, my inbox was bulging at the seams. The process is always the same, eliminate the get rich quick schemes,



purge the "anatomical enhancement drug" offers, disregard the low mortgage rate proposals, and

toss the many opportunities to assist in moving millions of dollars for wealthy former politicians from Africa and the Middle East. Where does all of this rubbish come from? Is anyone actually buying into these schemes? After all of this, there are typically five to ten valid email messages left.

On this particular Sunday evening, three messages caught my attention. You see, the author of one of them was the chap that organizes The Drive for Hope on behalf of the Hope Foundation and PCNA. A simple "please give me a call when you have a chance" was all that was written. Two minutes later Billy and I were discussing this year's event. The decision had been made to invite all of the Porsche Club members that participated in the 2001 event back once more. The six of us, along with three professional drivers, would have the opportunity to pilot three new Porsche Cayenne Turbo's from Scottsdale to Atlanta. The journey was scheduled to take three days and would use a minimum of Interstate highway mileage. Sleep did not come easy after this call. Once again, a wonderful opportunity had been bestowed on me.

A few weeks later I met two other PCA members at the airport in Phoenix. The three of us shared a cab for the ride to the magnificent Fairmont Princess in Scottsdale. Laurie and I had driven

together in the 2001 event; Kathleen was one of two new drivers filling in for those that couldn't make it this time. We had much to discuss during the 45-minute cab ride to the hotel. What would this year's drive be like, a slower, more relaxed pace than the last event, would we actually be able to stop and eat real food this time, and would there be an opportunity to take a shower once in a while? Whatever the case, we were ready to seize the opportunity.

After a relaxed dinner and a good night's sleep, the three of us met the rest of the team by the fountain in front of the hotel the next morning for breakfast. The hotel had prepared a wonderful assortment of fresh fruit, fresh baked goods and our own chef to make omelets just the way we wanted them. If this was any indication of things to come, we were in for a real treat. This was definitely a stark contrast to DFH 2001.

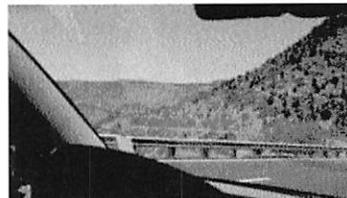
The six of us from PCA renewed old friendships and made new ones as we anxiously



contemplated the next three days. Mindi, Laurie, Tom and I had each participated in the last event. Tom was definitely the long distance holder having spent five straight days in the 911 turbo last time. He still says it is difficult to remember too much after day two. Mindi and Laurie had each spent two days in the car and I was the "short timer" with but one day. Rik and Kathleen were our new participants and were filled with anticipation. Our trusty "steeds" were parked together just waiting to be off. Each of them sported a generous coat of dust, mud and road grime gathered the previous three days as they had made their way from California to Arizona. Keeping with the theme of this year's drive, the route had included several miles of secondary roads, fire trails and the occasional

stream to be forded. So far, the Cayenne's had willingly responded to every challenge.

Ten o'clock and time to go. After a brief introduction to the vehicle, the three "pro" drivers took the wheels and we began the adventure. Day one was to take us from the Fairmont Princess in Scottsdale to the Fairmont in downtown Dallas. The Fairmont folks were one of the sponsors of this year's drive. Could this possibly mean yet another



er comfortable bed to sleep in and a sumptuous breakfast in the morning? But first things first, we had a schedule to keep. It was onward to Show Low, Arizona, Roswell, New Mexico, Lubbock, Texas and the Dallas.

After a brief transit on the Arizona Interstate Highway system we found ourselves on a wonderful two lane secondary road traversing the high desert at an altitude sometimes approaching 9,000 feet. The scenery, as well as the performance and handling of the Cayenne Turbo, was amazing. Our route took us through a spectacular canyon where we descended over a thousand feet through several switchbacks and hairpin turns. Both the braking and handling of the car were amazing. After a bit of body roll, the Cayenne would find its "set point", hook-up and go. The massive brakes were nowhere near their limit even with the three of us, our luggage, a full cargo topper and a scooter hanging off the back. The 450 horses under the hood made the run up the other side effortless. We arrived in Show Low just about on schedule and stopped for food and fuel. Notice I said we stopped. We actually sat at a table in the local Arby's and ate a normal lunch. Perhaps this would be a more relaxed transit after all.

A change of drivers places me behind the wheel for the next leg.

All goes well as the breathtaking scenery of the southwest unfolds before us. Long expanses of flat, straight, open road allows the trio of Cayenne's to quickly dispense with other vehicles we encounter. By placing the Tiptronic in manual mode, it is easy to drop from 6th to 4th, bring up the turbo boost, and quickly execute a smooth pass. The occasional herd of elk dots the landscape as we continue east. Small towns slow the pace of the convoy from time to time and present an interesting contrast to the otherwise uninhabited space. The occasional copper mine reminds us of man's intrusion onto the landscape.

Before long we pass into New Mexico and our next fuel stop in



upon us. The presence of three Cayenne's in this rural town catches the attention of the local constabulary. It looks like we will have to be a bit more conservative with our speed for a bit. After fuel and a quick bio break we're off. As we pull out of the service station, we notice that we have company. The local sheriff has decided to provide an escort. One by one, he passes the three of us and sets a healthy pace. We decide that discretion is the better part of valor and don't accept his challenge. After a couple of miles, he speeds off into the distance. This proves a bit problematic for us as the terrain limits our line of site. For the next fifty or so miles we lope along at speed limit +5 (yawn, glad I'm not driving).

Then comes the night and we are nearing Roswell, our planned dinner stop. But, we are now behind schedule and need to catch up. It is decided that we will pass on dinner and revert to practices of old. At the next fuel stop, it's Red Bull and Twinkies for yours truly. I think it's going to be a long night after all. Tom and I swap the driving duties and we're off. Not too much to see now other than the occasional oil rig on the side of the road

I think. Picture this. We're all a bit tired, pressing for time just a bit while driving through the secondary roads of west Texas late in the evening when we come upon a wild animal farm. What do we see there in the flat country of west Texas but a camel? Some folks may think this is a rather odd place for a camel. Not I though, last time I saw one was in Central Wisconsin while manning a checkpoint for the Parade Rally in '01. I guess I am used to seeing strange things in odd places. Maybe they follow me around?

Its early morning now and we're stopping once again for fuel. The sleepy Texas town has long since rolled up the sidewalks for the night. We find a service station with the pumps still lighted, use the trusty credit card at the pump and fill 'em up. Other than the occasional barking dog, nothing is stirring in this town. Hopes of any meaningful time in that comfortable bed in Dallas begins to fade fast. Change drivers and we're off again.



At about five a.m., the Dallas skyline appears in the east. A weary crew trundles into the lobby of the Dallas Fairmont hotel forty-five minutes later. A shiny new Cayenne S filled with colorful balloons sits in the entry. We're in the right place for sure. Once we all have our room keys, Billy, the event organizer wishes us all a good night's rest with the words "see you in the lobby at seven-thirty". Undaunted, I proceed to enjoy the bed for an hour. The aggravating sound of the telephone awakens me at seven. Time for a shower and another great breakfast before meeting the press and getting back on the road.

With visions of steaming, fluffy omelets, warm breads and fresh fruit dancing in our heads, the group begins to congregate in the lobby. We query the hotel staff

regarding the whereabouts of these treats. Something is not right here; we gradually begin to sense that there has been an administrative snafu. The night shift goes out of their way to provide pots of steaming hot coffee for all. I want my omelet. Finally the word comes. While our rooms were pre-arranged, communications failed about the food. The hotel folks were quick to provide more coffee, juice and plenty of Danish pastry but I want my omelet. Oh well, it's now ten a.m., the press has been addressed and we have a schedule to keep. Next stop, Springfield, MO at ten tonight, we've got to keep moving.

We pass through east Texas into Texarkana. We have been on the road for over twenty-four hours now and the scenery has gone from the high chaparral of Arizona, through the varying terrain of New Mexico and the flat lands of Texas. We are about to enter the lush green mountains and forests of Arkansas. First we must travel a bit in the more populous parts which slow us a bit. We grab a quick lunch to-go from a "fast food" restaurant and move on. The rhythm more closely resembles that of the '01 event now. We have a schedule to keep and must move on. This I like.

Later that afternoon we pass through Hot Springs, AK, the home of our last president.



They must be so proud ;^). There are several bathhouses espousing the benefits of the mineral laced waters. Perhaps this explains some things, after all, it is said that we are the products of our environment (No offense meant to residents of Hot Springs or you Democrats out there, just having a bit of fun). No time to dally though, we're on a tight schedule and route 7 is a long twisty two lane road that threads through the Ouachita National Forest. This proves to offer some amazing scenic panora-

continued on page 15

Porsche Announces Third Cayenne Model

Introduction Comes on the Heels of Strong Cayenne Sales in North America

ATLANTA, August 27, 2003 — Following the successful worldwide launch of the Porsche Cayenne — success measured in many ways including two top magazine awards and more than 7,300 Cayenne S and Cayenne Turbo V8 models sold in North America to date — Stuttgart, Germany-based Dr. Ing. h. c. F. Porsche AG today announced the introduction of a third Cayenne model, which will be powered by a six-cylinder engine. It will debut at the Frankfurt Auto Show in September and subsequently go on sale in Germany and Europe.

Once it is introduced in North America during the first half of

2004, this latest Cayenne model — named simply Cayenne — will feature the same standard-setting on- and off-pavement capabilities of its V8-powered siblings while offering its own impressive performance figures. It can accelerate from 0 to 62 mph (0 to 100 km/h) in 9.1 seconds and has a top test track speed of 133 mph (214 km/h).

The Cayenne will have a V6 engine, the first ever offered in a Porsche. Engineers at Porsche further developed the stock engine and modified it for the most severe off-pavement driving conditions. It has four valves per cylinder and produces 247 horsepower (SAE) at 6,000 rpm and 229 lb.-ft. of torque between 2,500 and 5,500 rpm.

Aside from its power source, the Cayenne will offer all of the features first introduced on the Cayenne S and Turbo, including the Porsche Traction Management permanent four-wheel drive system,

Porsche Stability Management and air suspension.

Since its arrival at the end of 2002, the Porsche Cayenne has been making a name for itself in the vibrant luxury sport utility segment, offering best-in-class on-pavement driving characteristics and exceptional off-pavement performance. In 2003, AutoWeek Magazine readers named the Cayenne the Best SUV/Off-Road Vehicle as part of the magazine's 14th Annual "America's Best" Survey. The Robb Report also presented its "Robb Report Best of the Best 2003" award to the Cayenne in the sport utility segment.

This latest addition to the Cayenne line-up will expand Porsche's potential customer base within the high-end SUV segment and will provide more opportunities for Porsche's 204 North American dealers.



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The Basics: Oil Maintenance

by David Bynon, San Diego Region
(from *THE WINDBLOWN WITNESS*)

David Bynon operates the website
Autopia-Carcare.com.

Most automotive service professionals would agree that changing your oil is the best preventative maintenance you can perform on your car. But I'm here to tell you that just simply knowing you should change your oil may not be enough. I intellectually know I should change my oil every 3,000 miles, but it wasn't until the day my dad lifted the hood of my car and yelled at me because he could barely see any oil on my dipstick that I started to realize just how important changing my oil is to the life of my car!

I didn't understand that without oil, my engine's a goner! By neglecting this simple maintenance, you may encounter costly repair bills that could have been prevented. This following information was written to cover the most important maintenance job for your car. Why is oil so important? Just as your body needs blood to deliver oxygen to all of your essential organs, your car needs oil to properly maintain all of the moving parts in the engine.

Oil serves a few different purposes. Oil lubricates, cleans and cools your engine. The moving parts of your car have to fit tightly together in order to properly function. Without lubrication, these tightly fit pieces would quickly wear and bond together [seize] because metal against metal causes friction, which causes heat, which in turn causes wear. By performing it's job as a lubricant, oil is serving another purpose at the very same time. It's separating the parts of your engine; therefore it's keeping your engine cool. Because oil is a relatively good

I didn't understand that without oil, my engine's a goner!

conductor of heat, it attracts some of the excess heat as it flows around the hot combustion chambers and carries that heat to your oil pan below. This special design functions like clockwork if the following things are in check:

Your oil is at the proper level.

Your oil is clean and of the proper weight (viscosity).

Your filter and pump are functioning properly.

Your oil passageways are not restricted in any way.

So, how does oil work? Your engine has an oil pump that pushes dirty oil through an oil filter. The oil filter collects small particles of dirt and contaminants and stores them until you change your filter. The oil is pushed through small passageways that are cut into the engine block.

From there, the oil moves to the bearings, connecting rods, cylinder walls, pistons, and valves, where it then acts as a lubricant. The oil coats the metal parts with a thin film of lubrication that acts as a slippery cushion.

Choosing the right oil

Various types of oil are on the market, each created for a particular purpose. To choose the oil that you need, it's essential to understand the importance of oil additives, viscosity ratings, and codes that you will come across when buying oil. Additives help in the following ways:

To pour better in cold weather;

To prevent corrosion of the metal parts in your engine;

To reduce friction between the moving parts;

To prevent foaming at high temps.

Oil viscosity (ability to flow) is one of the most important ratings to understand. In order to properly

lubricate the internal parts of your engine correctly, oil should flow like regular cooking oil. In order to be sure that your oil is flowing correctly, you must know that the consistency of oil changes as the outside temperature changes. This means that in very cold climates, oil becomes very thick, almost like honey. If the oil is too thick the oil may not reach the moving internal parts in time to separate them and protect them. In very warm temperatures, oil becomes thin, like vinegar. When the oil is too thin, it does not coat, thereby not separating the parts because it doesn't stay on them long enough.

In order to solve this viscosity problem, multi-grade oils were created. Special additives allow the oil to broaden its working capability. For instance, these special additives gave oil with a weight of 10W-30 the ability to flow freely at more than one temperature. The 10W means that the oil is suitable for winter (that's what the "W" stands for) and the 30 means that it would flow well in the summer. The range of numbers refers to the oil's ability to flow at different temperatures. A range indicates this ability, 5 through 50. The smaller the number, the thinner the oil. No matter what, it's always best to check the owner's manual for your car to see what type of oil is recommended. How to check your oil

Oil serves a few different purposes - it lubricates, cleans, and cools your engine.

Most cars consume (burn) a small amount of oil during normal operation. As a car ages (in miles, not years), oil consumption increases. New cars may also burn more oil than

normal until all of the moving parts settle in. Because your car consumes oil, it is very important to check the oil level on a regular basis. Some experts recommend checking your car's oil level each

time you fill your tank with gas. This may be excessive. At a minimum, you should check the oil level in your car every 1,000 miles. Here's how: Park on level ground and wait about 5 minutes after turning your engine off (not 911s, check your manual). Pull out your oil dipstick Wipe it down with a clean cloth Put your dipstick all the way in at the same angle which you pulled it out Pull it out again and look to see where the level of oil is.

If the level of oil is below the add line, add a quart of the oil that is recommended for your car. If the level of oil is between the add and full lines, be sure to check it regularly and add more oil when needed.

Tips

Be sure that your oil level is always high enough, but not too high. If you have too much oil, your engine seals and there is no escape through the joints and they may burst. In order to get the maximum mileage out of your car, you should have your oil changed as recommended by the manufacturer. On pre-1990 cars, every 3,500 miles is about right. Cars built after 1990 may go much longer between oil changes.

If you drive a turbocharged or supercharged car, use only turbo-rated oil. This oil is specially

designed to handle the extreme heat of a turbocharger.

So, how do you change your oil?

Changing your oil is fairly easy unless your oil filter is impossible to reach. First you'll need to make sure that you have all the supplies that you need. If you have everything you need, you should be able to change your oil in about an hour. Supplies

Oil - Get the right amount. Get

one quart extra so you have enough to top-up between oil changes. Check your owner's manual for the correct amount and viscosity.

Oil filter - Make sure you have the right filter for your car. Under your hood, sticking out of the engine is what looks like a can screwed into your engine. This is your oil filter.

Box wrench or allen wrench - This tool helps you loosen and tighten the oil drain plug. Oil drain plug gasket - Some cars do not have a drain plug gasket, but rely on a tapered metal-to-metal contact to prevent oil leakage.

A large pan to catch the oil (drain pan) - Something low enough to fit under your car and large enough to hold the oil.

A funnel - Just to help prevent messy spills!

Rags - This is for wiping your oil dipstick.

A work light - Good light helps you see better under your car.

The Process

Warm up your engine for a couple minutes so that the oil gets churned up and flows freely out of your engine (the engine should be slightly warm, not hot!). Place drain pan underneath the oil drain plug so that it will catch all of the oil. Use your box or allen wrench to unscrew the oil drain plug until it's almost ready to come out. Grab one of your rags and place it over the plug, give it that last turn by hand and release it. Pull your hand away quickly so that you don't get warm oil all over you. Next, remove the cap from your oil filler hole at the top of your engine. Unscrew the oil filter by using an oil filter wrench if you are unable to do this by hand. Like most things, the oil filter unscrews if you twist it counter-

clockwise. Your old oil filter will still have oil in it. Be careful not to spill it on anything when you remove it. Empty the oil from the filter into the drain pan. Prep your new oil filter by wiping a dab of fresh oil on the rubber seal. This helps the filter seat against the engine without binding. Screw your new filter where the old

one was. Turn it gently until it seats. Then turn it another three-quarter turn. Replace the oil drain plug and use your wrench to tighten until it's snug. Do not over-tighten.

After you install the oil filter and replace your drain plug, using your fun-

nel, pour in all but 1 quart of the fresh oil into the filler hole. Replace the oil filler cap and run your engine for about a minute while you check for leaks under your car. Be sure not to rev up your engine at this time. Your oil pressure is low while the filter and oil passages are filling with fresh oil. Running your engine circulates oil into the new filter. Now, shut off your engine and wait about 10 minutes for the oil to settle back into the pan. Remove the dipstick; wipe it clean with your rag and shove it back in. Pull it out again to check the level. If the oil level is low, add one-half quart and check again. Remove your drain pan from under your car and take a short drive. Let the oil settle down again and check your oil one more time for good measure!

After you've changed your oil, RECYCLE! Never throw your oil in the garbage or flush it down a drain. It is a toxic pollutant that needs to be treated accordingly. Use your funnel to put the old oil in plastic disposable containers with tight-fitting caps. Many auto part stores or even some service stations accept old oil for recycling. If you're not sure where you can dispose of your old oil, look in your phone book for the nearest oil recycling facility.



...if you have too much oil, your engine seals and there is no escape through the joints and they may burst.

Be sure that your oil level is always high enough, but not too high...

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Hope *continued from page 9*
 mas but takes time. We press on until it is time for fuel once again. It's now nearly 6 p.m. and we have a long way to travel for the scheduled stop in Missouri. We grab a quick bit to go and change drivers once again. No sugar or caffeine for me this time. There won't be any stopping tonight so I opt for a turn in the back seat. Even with the twisty roads, sleep comes quickly. I awaken about three hours later, somewhat refreshed and ready for the press stop. We meet one of the news anchors for the local NBC affiliate and Billy delivers an interview discussing the goal of the event and introducing us. Thirty minutes later it's back in the vehicle and off we go. Next stop, route 66 in southwest Illinois.

Fuel and bio break once again for all. This time its back to the Red Bull and Twinkies for me as I'm behind the wheel once again. We shorten the shifts at night and are sure that two of us are always awake, safety first. Staying on the secondary roads, we traveled through the Lake of the Ozarks region in the dark of night. I've heard it's nice there but you can't prove it by me. Four or five hours later and we are in St. Louis, over the mighty Mississippi and into Illinois. Welcome to Route 66. Porsche has contributed heavily to the restoration of this and other historic highways and it is only fitting that we include it on the trip. It's now Monday morning and the sun is rising on our little caravan. We begin our journey south towards our next stop in Nashville. A little tired, a little worn around the edges but, determined to carry on. Through Kentucky we go and on into Tennessee. At the next fuel stop we learn that we'll be stopping to freshen up before the media stop. We end up at a small hotel just outside of town with thirty minutes to shower, shave and whatever. We complete the task and arrive at the Country Music Hall of Fame on time. Two hours later, having had lunch, talked to two rising Country stars and the media, we

press on to Birmingham. This was an easy leg getting us into town in the midst of rush hour. Thankfully, rush hour there pails in comparison to Atlanta, New York or LA. We meet our media contact and complete the interview on schedule.

As quickly as we arrived, we were back on the road headed to our final destination, Atlanta. Mark, Tom and I had been the "chase" vehicle for the trip until now. I had asked to drive the final leg of our journey bringing us back into Atlanta. Once in Georgia, I was asked to lead the procession to our final destination. We arrived safely at our hotel just after nine Monday evening. We were all exhausted and welcomed a cold drink before heading off for a hot shower and a good night's rest in a real bed. Role call was at 6:15 the next morning to prepare for the final media briefing of our part of the drive.

We met with the principals from PCNA at their US Headquarters early that morning. There stood the three Cayenne Turbos with yet another 2,700 miles of road grime caked on them. The new vehicles had performed flawlessly on the first two legs of the trip. I'm quite sure they will do the same for the final segment on to New York City. I had the opportunity to present Brian Chaves, the Executive Vice President and COO of the Hope Foundation, a check for \$1,300. A portion of the funds came from the Peachstate Region treasury and the majority from eight individual members of the club. I offer my sincerest thanks to them for their support. Should anyone else care to contribute, contact me and I will provide the details. I later learned that the drive raised over \$250,000 for The Hope Foundation.

Would I do this again, I would in a heartbeat. Yes, part of the reason is the challenge of traveling 2,700 miles in two and a half days, and part of it is the joy of driving vehicles as wonderful as the Porsche Cayenne Turbo with great friends. But the real reason I wish to participate is to raise funds and

*October's
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 Election
 Meeting at
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October 29

7:30 Social

8:00 Meeting

awareness relating to the work The Hope Foundation is doing in the fight against Cancer. I'm a lucky person having survived the dreaded disease over 24 years ago. But one of those other two personal emails I mentioned at the beginning of this story told me that yet another colleague had just lost his battle with Pancreatic Cancer. For me, this year's drive was dedicated to Ted Gavales, a former business associate at DEC. I can only hope that The Hope Foundation or one of the many other researchers out there are successful in finding a cure for this dreaded disease soon.



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and I actually felt as if she had improved.

The other student was a first timer. Our first session out we learned how to "connect the dots", as represented by the cones in the corners. He picked up on the idea really fast, and was getting better with each proceeding lap. He continued to improve as the day went on. During the final session I asked him if this was something he would like to do again in the future. "Not really", he replied, "I just wanted to see what all this track stuff was about". It was like a knife in the back. How could anyone NOT become addicted to the track? Rather than blame myself, I just wrote it off to the fact that he was most likely an "adult bed wetter" with deep-seated Oedipal issues.

Aside from instructing, there was plenty of open track time. Now this was more like it. A chance to go out and play in an environment not unlike an inner city dog-fight.

Those little Miata's are fast! One even had a vanity plate that spelled out "Turbonator"(Get it? like the "Terminator"). My sides are still aching from the belly laughs provided by this brilliant word play. Such biting wit. Such whimsy.

While the Miatas were fine, I feel compelled to level my sights on the abomination known as the Subaru WRX Wagon. Our aforementioned computer geek friend needed a sporty car with the ability to haul the equipment used in his computer consulting business. On the surface the WRX looked like an excellent choice for him. It was on the track that reality made itself known. Fresh off his "auto lock incident", our friend Ian decided to see what he could do with this beast. I followed from a safe distance, and what I saw was shocking. Not only was the car sideways through every turn, but there was actually smoke coming from all four wheels. It looked like a scene straight from

"Everglade Jimmy's Alligator Wrasslin' Ranch", only in this case the alligator said WRX, and Ian was the "wrassler". So of course I had to give this car a try for myself. In four years I have never left a session early, but that was about to change. Within three laps I was so nauseous I had to pull in. The suspension was just way too soft. It's obvious that Subaru and I define the term "rally car" quite differently. Work is currently underway to tame our friend's overly compliant suspension, and hopefully the next report will be a bit more complimentary.

And so it ended, five days spent on the track with some great folks. The Miata club members were just great all around. In fact, I would highly recommend spending a few days with another group should the opportunity arise. It will make you leave your comfort zone. And you just may meet some pretty cool people along the way.



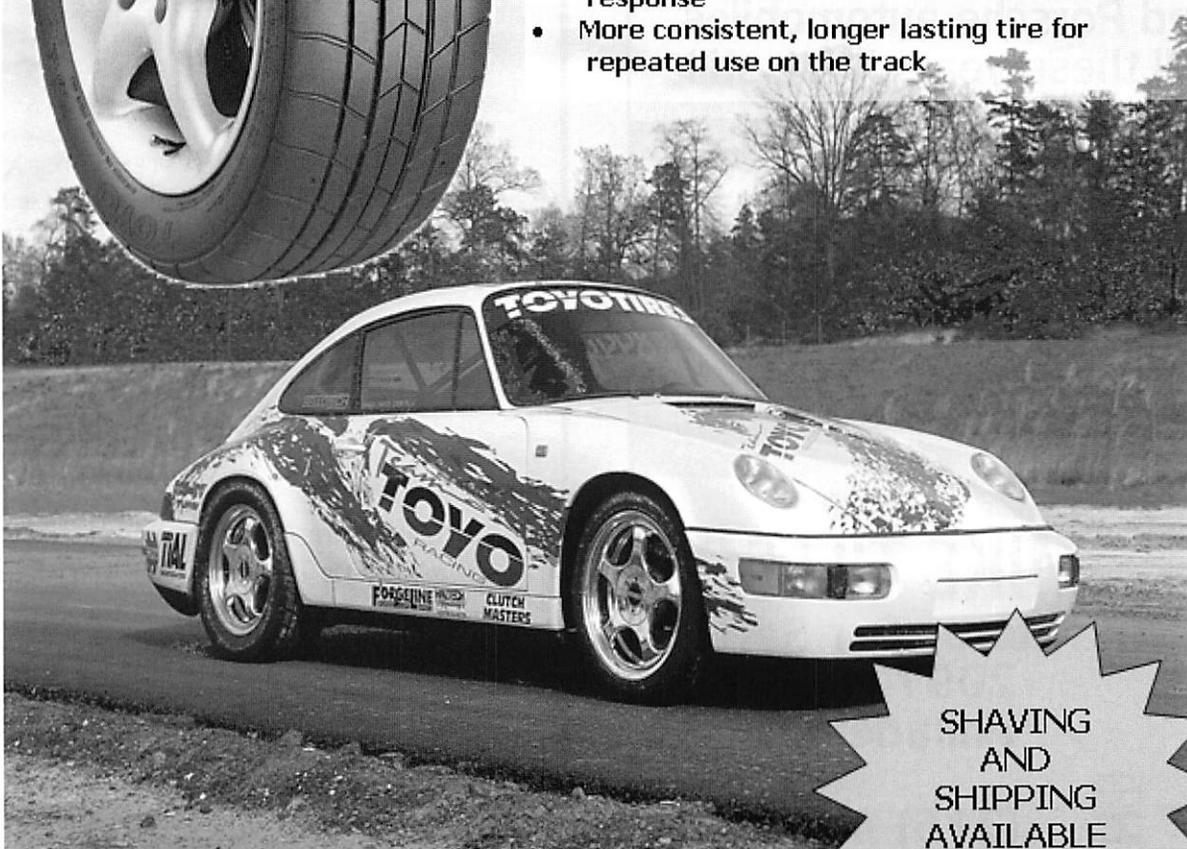
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